

MEMORANDUM

TO : VPA-TPE
FROM : A/BMSGN
SUBJECT : September Monthly Report

DATE: 15 October 1970
REF. No. BMSGN/70/291

Saigon Base Monthly Report for September 1970 is forwarded in three
copies for your file.

B.D. Mesecher

SAIGON BASE
MONTHLY REPORT
SEPTEMBER 1970

I. GENERAL

1. Total revenue block time for September was 4705 hours as compared to 6134 for September 1969 and 5386 for August 1970.
2. Locally in Saigon the situation remains quite stable with diminishing terrorist activities. TSN Airport was quiet throughout the month.
3. The cost reduction program is being enforced by everybody at Saigon Base, recently, Acting BMSGN had called a meeting in which he reminded the Department Heads to re-emphasize the cost reduction program. In order to save the company a large amount of money by avoiding costly TCS personnel, many managers in Saigon Base are wearing two hats: MTS as A/BMSGN; OM as A/SOMSGN; AA/MTS as A/SGM; SIP/RW as A/MF/RW; APM as A/PM and A/GAM.
4. Saigon Base was happy to welcome several company visitors from the Head Office TEE/TNN during the month: DGTD, DCD, MPEMD, MCS. Accompanying BMSGN on his trip to TPE for contract negotiations, [REDACTED] Mr. McFarlane FIC and both of our customers.
5. One tragic incident happened at Nha Trang. One of our captains was assaulted and robbed at the entrance to a hotel in Nha Trang. While endeavoring to stop the thief's accomplice on a honda, he fell against the moving honda and caught his left hand in the revolving wheel spokes. Extent of injuries included an amputated first finger and evulsed middle finger of his left hand. We have recently sent one microbus from Saigon to provide shuttle transportation to the flight crews to and from the Nha Trang airfield, hostel and eating facilities. This "enclosed transportation" is a big improvement over the open jeeps we utilized previously. It reduces the risk of anti-foreigner harassment which prevails in Nha Trang.
6. There was one major incident which involved a 204B Helicopter N1303X. Shortly after climb out from Hoi An airstrip on 8 September, the sling load on the aircraft consisting of two barrels of fuel and one barrel of oil was inadvertently dropped on the outskirts of a village. There were 10 fatalities and 2 serious injuries to the villagers, there was no damage to aircraft nor crew member injuries.
7. A letter was sent to the Commander of 33rd Defence Group and Airport Commandant requesting their approval to close the ramp gate on the West side of the Air America Traffic Terminal (for formality only). The gate had been closed prior to their approval, because of the construction work going on to repave the terminal apron. We plan to greatly restrict use of this gate when the construction is completed on 1 November.

8. The SVN Government announced a new "parallel rate" of 275 piasters to US\$ 1 effective 5 October. The parallel market is for personal accommodation sale only. The currency conversion trading on the open market is approximately VN\$500 to US\$1 and VN\$290 to MPC\$1. As a consequence, it is rumored that aircraft parts will be highly taxed, with import duties. Therefore we are only sending the most critical aircrafts parts by commercial air and plan to utilize company cargo flights more. We have not as yet received any official notification from the government here.

9. Our Technical Training Department here is conducting a [REDACTED] Mechanic Trainee Course for a group of eleven (11) employees. This is similar to the more sophisticated International Line Service Course being conducted at Tainan but our facilities are more limited. We do expect to develop some good mechanics from our in-country trainee course and the savings will be quite impressive.

10. Our total flying hours decreased considerably from the previous month, but based on discussions between VN70 and comments from negotiators now in Taipei, this months total revenue block time of 4705 hours is about what we are to expect for the rest of the contract year 71.

II. FACILITIES DEVELOPMENT

AR 2438 - Completion of Concrete Pavement and Drainage Ditch, DAD
This project is completed yet. Final acceptance by our company remains to be made.

AR 2437 - Improvement of Passenger Lounge, DAD
The contract prepared according to the revised plans and reduced costs, was signed and work started on 20 Sept. The scheduled completion date is 20 Oct. 70.

AR 2422 - Renovation of the Operations Building, SGN
The project has moved very slowly, with the result that the contractor has requested a three week extension beyond the scheduled completion date of 30 September because of unforeseen difficulties with the electrical conduit installation. The project is approximately 30% completed. The revised completion schedule is 21 Oct. 70.

AR 2421 - Relocation/Renovation of Various AAM Shops and Offices, SGN
The installation of work counters in the Accounting Department offices in lieu of partial metal partitions will be undertaken with construction of the counter to be done by GMD.

AR 2449 - Saigon Terminal Parking Apron, SGN
The contract for this project was signed with A & M Enterprises for work to start on 1 October 1970, with a scheduled completion date of 15 Nov. 70.

AR 8343 - Air conditioning NHA Crew Quarters, NHA

All units are installed and AR is completed. Closure notice will be processed in late October.

AR 2368 - Modification of SRSD and Material Control Offices, SGN

The partial metal partitions needed to complete this project are not yet available. A review is being made towards the possibility of using Okamura partitions in lieu of Federal CSA type of partition.

AR 2377 - West Ramp Power and Compressor Lines, SGN

The project is being held in abeyance for further review of the future use of this ramp. (Materials have been purchased).

AR 8349 - Modification of Fire Brigade Station for Air Conditioning - SGN

The project is being held for further consideration.

III. CUSTOMER RELATIONS - Our relations have been always excellent.

IV. MEDICAL

Number of sick call: 1483

Accidents: 40

Hospitalized sick call: 1

Unhospitalized accident: 40

Hospitalized accident: None

Outcall: 6

Physical Examination: 19

Sick leaves: 265

V. PERSONNEL

1. Personnel Department Activities - Apart from routine activities, we have devoted a good amount of time this month to keeping our TCNs out of jail. The Vietnamese National Police have begun a campaign to rid the country of undesirable and illegal foreign residents, directed primarily against TCNs. Their tactics consist of personal or house search, and incarceration of those not in possession of valid residence permits. While all of our foreign personnel are legally in country, many do not presently have residence permits as their renewal applications are under process. (And this process is slow moving.) Our TCNs thus become victimized by the procedures to which we must subscribe.

2. We have been extremely fortunate in that very few of our personnel have been apprehended. Furthermore, the U.S. Embassy has advised us that they will immediately come to the aid of any of our personnel who are arrested for lack of possession of currently valid documentation, as the Embassy is aware that all of our employees are abiding by Vietnamese Government regulations. We are doing all possible to expedite approval of the Work and Residence permits so as to preclude further apprehensions.

3. Personnel Strength - Saigon Base

Classif.

Permanent	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	Total
	32	130	113	13	117	3	7	3	269 149

					Total
GRD	FLT	GRD	GRD	GRD	GRD
484	14**	2	2	1*	489 14

Temporary: 1

Preprocessed: 10

(*) : [REDACTED] Ground personnel: 769
(**) : [REDACTED] Flight personnel: 163
(#) : [REDACTED] Total: 932

Banang Sub-Base					Total
Classif.	GRD	GRD	GRD	GRD	GRD
Permanent	3	14	15	71	103

Preprocessed 1

Nha Trang Sub-Bureau
Classif. Permanent GRD GRD GRD GRD Total GRD
4 8 20 57 89

Preprocessed: 1

Can Tho Sub-Base			
Classif.	GRD	GRD	GRD
Permanent	1	10	3
			Total GRD 14

VI. OPERATIONS

1. This 681 hours decrease in revenue flying from the previous month is contributed mainly to a lack of customer cargo to be moved. There are no indication that cargo flights will increase in the foreseeable future.

2. SCM departed on 50 days annual leave and Mr. A. Harris assumed the duties of A/SCM.

3. Flight time report (See attachment A)

Flight Time Report (See attachment A)
Ground Fire Incidents Report (See attachment B)
Accident Reports

<u>Date</u>	<u>A/C Type/No.</u>	<u>Location</u>	<u>Remarks</u>
18	204B/N1307X	Can Tho V-17	<p>Aircraft was damaged while static, during the late evening, from shrapnel during a mortar attack.</p> <p>Approx. 32-40 rounds landed on the airstrip. The A/C received approx. 10 small hits resulting in skin damage.</p>

4. Ground Transportation

Aggregate microbuses mileage: 23593 Km approx. 14745 miles

Total microbuses downtime: 193 hrs 48'

Total microbuses pax carried: 3265 pax

Isuzu bus mileage: 5926 Km approx. 3703 miles

Total Isuzu bus downtime: 112 hrs 42'

Isuzu bus pax carried: 10272 pax

Supply vehicle mileage: 2696 Km approx. 1685 miles

Supply vehicles downtime: 38 hrs 54'

VII. TRAFFIC/AAM

1. The good services of the USAF were utilized to ship a 9,500 pound generator to Danang for station use.

2. Adequate manning for Customer slots as noted in August report has been accomplished to the Customers satisfaction.

	<u>August</u>	<u>September</u>
Passengers departure SGN (all contracts)	5,314	5,313
Passengers arrival SGN (all contracts)	6,086	5,938
Outbound cargo SGN	49,778	46,099
Inbound cargo SGN	80,236	54,996

3. Training classes for all Traffic Agents in the review of proper procedures were conducted. Such refresher training will be provided on a continuing basis.

Three new Traffic personnel for Danang and Nhatrang stations spent 1 week each on OJT at this station prior to being sent to their new duty stations. Training included base, ground service and air freight dispatcher familiarization.

TRAFFIC/USAID

1. Six utilitymen and four security guards were surplussed per customer's request effective 1 Oct. '70

Cargo (including AF Caribou A/C)

	<u>August</u>	<u>September</u>
Outbound (lbs) SGN	595,821	416,031
Inbound (lbs) SGN	55,296	66,607

VIII. FLYING

1. Coordination between FEPA and MFD [REDACTED] appears to be excellent. This is not to say there are no areas of disagreement, but most actions by either side are discussed in advance and reasonable positions can be taken as a result of both sides knowing the problems and reasoning of the other. It is a situation that hopefully will continue after [REDACTED] the next FEPA election.

2. The logging of Project time continues to be a problem. Among other things, no one could give us the references that stated other than it should be logged. AVPFO finally gave us the reference in the Accounting Manual. Hopefully it can be cleared up completely in the near future. The announcement last fall that it was no longer necessary to log was received with open arms by everyone in the field. The change in policy has generated more than a little confusion. At any rate it has been directed that pilots log it, and so it is.

3. Lights have been installed in the company vehicle parking lot and whether that is the reason or not, there have not been any reported thefts from employees' vehicles since the installation.

4. The directed transfer of Capt. Sullivan which came up unannounced and completely out of seniority sequence, created a number of problems, not the least of which was a repeat of the "move-the-man-now" concept we have had in the past. This completely disregards any consideration for the individual. FEPA was also upset at the disregard for all policies and agreements. As it turned out, it was all a mistake. Our attempts to question the matter went unanswered.

5. The separation of the MFD-SVM Office into two separate sections, Fixed Wing and Rotary Wing was, directed and accomplished. There still remains an awful lot of details to be clarified before it will be a practical situation. No provisions seem to have been made for the organizational structure regarding the Crew Scheduling Section and the administrative part of the old MFD Office. Meanwhile FW is attempting to continue operating with a minimum of confusion. Coordination with other departments and outside agencies is just one of the areas in which DFD or someone will have to make a decision regarding what is desired. Stating a necessity for cooperation and coordination does not provide a realistic answer. This was the basis for past FW/RW problems in Saigon. Clearly defined areas of responsibility are a definite necessity.

6. On 28 September N1303X went down with a suspected engine fire approximately ten miles northwest of Danang. The crew of N1303X had to spend the night in a small outpost. Information regarding the location was relayed from the outpost to Danang Operations through military channels. Three SAR attempts were made during the night of September 28, but were unsuccessful due to erroneous coordinates of the location. The crew was picked up on the morning of September 29. The aircraft was released for one time ferry to Danang by SAM/RW and was flown to Danang on the afternoon of September 29th. The 7002 customer arranged popular forces security for the aircraft during the night. This incident could have been handled much more efficiently if our high frequency radios were reliable.

IX. TECHNICAL SERVICES

1. Regional Maintenance Department - The month saw several priority projects and all seemed to be urgent. Our Teletype circuit land line between the airport and the downtown telegraph company was disrupted on several occasions during this month. We executed a priority project to set up a radio link to back up the land line. As soon as CCMENG/SGN obtains the approval to operate the new radio link, then we can close out this project.

2. Aircraft Maintenance - Fixed Wing - We recommended that Saigon Base perform every other number 3 service on C47 aircraft. Thereby reducing maintenance costs of TNN ferry flights and reducing down time from the previous 4 days to Saigon service time of 2 days. It required the number 3 services to be reidentified as 3A and 3B services, with Saigon doing the 3A and TNN doing the 3B. The heavy X-ray requirements are on the 3B service. Our proposal was approved and our first 3A service is scheduled for early October. We anticipate no problems to perform these services in country. Our next proposal will be to do the same on the C46 number three services. In addition we recently started performing No. 2 services on DHC-4 aircraft in country without serious problems. Now if we are allowed to retain the spare Porter fuselage in Saigon, then our PC6C No. 4 service downtime goes from our standard of 7 days to 3 days as we did our last two No. 4 services in.

3. Rotary Wing - Due to an incident involving one of our aircraft dropping a sling load, all cargo hooks were given a one time inspection, EA 204-25-15 compliance, and a rigging check which resulted in 3 hooks assy's removed for worn parts. An SI was also issued (SI-SGN-204B-002) for a complete check on the next heavy service.

4. General Maintenance - Our emergency power generator (175 KW) developed a burnt field after only 20 hours of operation. Luckily we recently received a 60 KW generator for our Nha Trang Station and short-stopped it for temporary use here. About all we can operate from the 60 KW unit is the RMD Shops Bldg. essential equipment, the Supply Bldg. lighting and the RMD Hangar lights. This results in no power to the Personnel Bldg., the Passenger Terminal, the Cafeteria, the GMD Complex and the Usaid Warehouse. The Operations Bldg. uses a 10 KW unit for radios and Bldg. lighting. Our Transmitter Bldg. utilizes two 10 KW generators for its back up.

Proforma Base one AR's for SGN were submitted for improvement of the water system and to increase the electrical power supply for the South-east quadrant.

5. Planning/Engineering - On 1 October we input C47 aircraft B829 for a number 3A service. This was the first time any base outside Tainan had attempted a No. 3 service on C47 type aircraft. This particular service also involved several X-ray shots to be taken. On 2 October we received an urgent message from VPTS B829 was sold to a new owner and we were to accomplish several modifications prior to the aircraft ~~for~~ for VIE on early morning of 7 October. These modifications

included considerable electronics rework, exterior painting, right engine change, replacing of plywood flooring and general weight reduction efforts. The project was completed on schedule though the special attention and hard work of Technical Services Dept..

6. Airborne Electronic - The fusion of communication maintenance and airborne electronics as Electronics Maintenance was a very commendable move. This is a program of adaptability for the personnel. The versatility and aptitude of our mechanics in the Electronics Department can be seen in this merger. The new UHF transceiver for teletype link between PTT/SGN and AAM/TSN were all in operating condition. All the units have undergone the simulated test and found satisfactory. Automatic transfer of the PTT telephone pair cables to the UHF transceiver were in fabrication. Final installation will commence as soon as the transfer system and one-fourth timing pulse speed is completed.

7. Training - TCN Flight Mechanic training is progressing on schedule with target date of mid-December. The only problem of any magnitude involving existing TCN Flight Mechanics and potential Flight Mechanics is one of speaking and understanding English. Various situations have been encountered where it become very necessary for the entire flight crew to understand each other on a limited time basis. In these not so rare occasions, it has become apparent that this problem must be remedied for satisfactory operation.

Course in Progress - The Line Service Mechanic Course to qualify [REDACTED] as Mechanic III is in progress. Basic essentials are given morning and afternoon in the classroom to prepare them for OJT as soon as the requisitioned mechanic tools are received. OJT will be given in the afternoon only.

8. Quality Control - The X-ray workload was up somewhat this month with us X-raying two VTB aircraft to comply with SI 562 and SI 583, both aircraft showed satisfactory results. We also did the X-ray on one C-47 aircraft to comply with TC to IC-47-544 radiographic inspection of flight controls with this aircraft also showing satisfactory results. This X-ray was somewhat of bigger job than we had undertaken before as it required some 63 different shots.

9. Supply - The first DHC-4 No. 2 service performed at Saigon started on 5 Sept. 70 and was completed on 7 Sept 70 as scheduled, without encountering any parts shortage. To increase the stock level authorized for No. 2 services, a completed review was conducted and subsequent stock requisitions forwarded to MMB for replacement action.

The project of assembling 15 Mechanic II tool kits for the newly employed and trained Mechanics was completed this month. Several items are still required, both for these kits and stock. Requisitioning is presently underway, and both kits and stock will be completed upon receipt. In that unit also, the locator cards systems is being brought up to date and expected to be in order during October 1970.

- SAIGON BASE FLIGHT TIME REPORT -

- SEPTEMBER 1970 -

1. Contract 7001 -

A/C no.	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
NE7984	90+32	72+57		
NE7985	125+37	110+23		
B928	66+13	153+47		
B910	33+48	25+06		
B912	68+11	54+51		
6147	40+51	32+50		
5559	52+53	43+28		
5994	98+11	79+51		
B829	126+30	105+29		
NS39Y	136+52	112+06		
NS44Y	112+52	92+39		
B851	99+57	70+34		
NS5182	89+35	76+39		
NE154U	12+28	10+05		
NS9562	90+50	77+26		
NE7770B	105+37	92+07		
NS9577Z			8+64	7+25
NS6740	44+55	37+41	0+55	0+45
NS91295	82+03	69+00	1+07	0+38
NS9382	114+09	96+23		
NS7695C	78+23	65+52		
NS180X	143+43	121+49	3+32	2+57
NS285L	116+43	99+43		
NS391R	3+01	2+42		
NS394R	73+43	64+02		
NS9444	27+40	25+33		
NS198X	16+48	16+14		
NS153L	120+35	100+21	0+33	0+20
NS2450	116+49	100+10		
NS748N	62+28	54+57	0+36	0+26
NS152L	113+53	100+15	2+30	2+16
NS184L	45+08	36+20	2+08	1+19
NS185X	77+58	70+34		
NS192X	68+35	62+01	1+50	0+58
NS194X	49+39	44+29	5+12	4+30
NS93R	99+21	88+33	0+48	0+31
NS1303I	89+27	89+27	2+15	2+15
NS1304X	144+32	144+32	2+20	2+20
NS1305X	40+24	40+24	21+30	21+30
NS1306X	126+30	126+30	4+15	4+15
NS1307X	106+09	106+09	11+25	11+25
NS514F	109+14	109+14	3+08	3+08
NS535F	92+14	92+14	3+00	3+00
Sub-total	3505+22	3075+25	142+28	126+57

ATTACHMENT "A"

2. Contract 7002 -

N539Y	2+50	2+18
N95182	29+19	25+47
N6154U	92+52	77+02
N99562	2+47	2+24
N77703	11+28	10+17
N95772		
N36740	44+91	37+54
N91295	32+20	28+35
N98382	3+47	3+08
N76950	2+43	2+22
N180K	14+34	11+31
N285L	10+21	8+48
N391R	65+22	57+16
N394R	47+40	39+52
N9444	57+33	50+50
N198X	55+55	45+06
N153L	15+26	14+03
N12450	4+16	3+36
N748H	17+14	15+19
N152L	0+56	0+50
N184L	69+13	60+13
N185K	51+15	47+04
N192X	47+25	44+31
N194I	37+53	33+51
N393R	3+33	2+38
N1303I	21+21	21+21
N1304I	14+46	14+44
N1305I	28+36	28+36
N1306X	8+24	8+24
N1307I	8+57	8+57
N8514P	21+11	21+11

Sub-total 823+26 728+25

3. Contract 7003 -

B67985	6+97	6+03
B928	35+00	28+41
B910	36+13	30+21
B912	54+51	47+11
6147	4+16	2+42
5559	4+08	2+47
5994	3+34	2+28
B539Y	6+17	5+06
B544I	15+35	13+06
B851	4+13	3+41
N99562	0+45	0+33
N77703	3+03	3+01
N36740	9+05	5+59
N91295	2+00	1+20
N98382	4+27	2+38
N76950	2+47	1+54

- 3 -

N285L	3+18	2+26
N198X	6+29	5+11
N153L	1+12	0+59
N12450	1+01	0+49
N152L	5+09	4+08
N184L	2+29	1+52
N194X	7+01	5+21
N393R	1+02	0+47
N8535F	4+03	4+03
Sub-total	265+35	222+57

4. Contract 0030 -

N9577Z	19+15	16+35
Sub-total	19+15	16+35

5. Contract 0069 -

N9956Z	2+03	1+51
N9664C	90+15	74+34
Sub-total	92+18	76+25

Total Revenue Block Time	4705+56
Total Revenue Flight Time	4119+50
Total Non-Revenue Block Time	142+28
Total Non-Revenue Flight Time	126+57

GRAND TOTAL BLOCK TIME	4848+24
GRAND TOTAL FLIGHT TIME	4246+47

- 4 -

Flight Time By Type Of Aircraft

Type of A/C	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
C-46	518+32	429+20	32+41	27+33
Bailed C-47	203+33	163+56	8+41	6+38
C-47	126+30	105+29		
DHC-4	367+36	299+28	18+14	16+39
VIB	971+17	821+07	17+50	14+57
PC-6	1663+32	1444+44	17+09	13+17
204+3	855+46	855+46	47+53	47+53
TOTAL	4705+36	4119+50	142+28	126+57

Original signed by
A. L. HARRIS

A. L. Harris
A/SOH/SGH

cc: BM/SGH
TR/SGH
MFD/SGH
File.